

USCGC CYPRESS

“STRONG ARM OF THE GULF”

4TH QUARTER 2015

01 OCTOBER 2015

Captain's Corner

Hello again from CYPRESS. It was an exciting few months with events ranging from the spectacular Blue Angels air show to multi-mission ops throughout the Gulf of Mexico. One thing that stood out to me this quarter was how CYPRESS really made a difference in keeping the mariner safe at sea. In addition to buoy tending in busy shipping lanes, we also set a NOAA weather buoy in the central Gulf, to monitor storm formation and hurricane tracks. Additionally, we were tasked with the successful rescue of a 35' pleasure craft with three people. The vessel was taking on water more than 100 miles off the Texas coast. Bravo Zulu to the

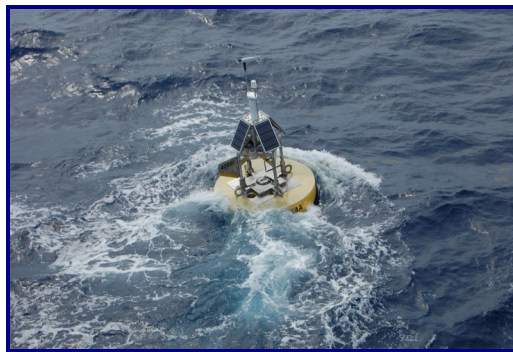


Above: A large tanker transits Horn Island pass.

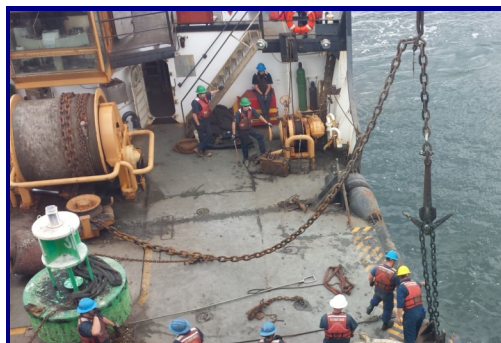
crew for switching gears between missions and being District Eight's premier off shore asset. **-CDR Amy Florentino**

Salvage Operations

Every once in a while a buoy sinks or goes adrift. In September, CYPRESS responded to a discrepancy near downtown Pensacola. We found the aid off station in the channel by the baseball stadium. After recovery, we found that the mooring had parted due to excessive chain wear. This meant a large concrete sinker and old chain from the mooring were still on the ocean floor. This posed risk to any new equipment put on scene. Additionally, the large concrete sinker might cause damage to commercial dredging equipment used to deepen the channel every few years. Based on these risks, we had to try and recover the old sinker. Using a giant grapnel hook, we dragged along the bottom. After several tries, we were able to hook the old chain and recover the damaged mooring, preventing future damage or discrepancies.



Above: Setting a NOAA weather buoy hull in the Gulf of Mexico. Note the strong current of ~3 knots. That is equivalent to 120 miles per hour of wind!



Above: Salvaging Pensacola Lighted Buoy 31

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Transfer Season

Every summer, the Coast Guard executes thousands of Permanent Change of Station (PCS) orders. This constant churn allows members in the service to continually advance and take on new responsibilities. This transfer season CYPRESS turned over ~50% of her crew. While we said many goodbyes and welcomed several new faces last quarter, the remainder of the new crew reported in July and August. Welcome aboard...

- BOSN James Allen
- EMC Stephen McCauley
- MKC Shane Boysel
- EM2 Anthony Medlar
- BM2 Justin Whitehead

BLUE ANGELS AIR SHOW



On July 10 and 11, 2015, CYPRESS hosted a dependents cruise for the family and friends. CYPRESS served as the center point for the famous Blue Angels Air Show, located directly off Pensacola Beach. The air show hosted a variety of civilian pilots, such as Skip Stewart and Gary Ward, as well as Naval aircraft "Fat Albert" and the Blue Angels. Between the two days, CYPRESS hosted a total of one hundred guests who had the opportunity to get underway and view the air show from the ocean. This event was a great opportunity to work with the Navy, Coast Guard Auxiliarists, and dependents. Thank you to all who were able to sail with us; CYPRESS is looking forward to participating again in future

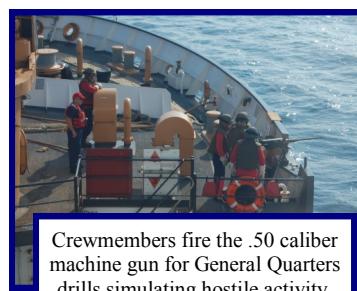


Tailored Ship's Training Availability -DCI Chad Klingler

At the beginning of September, CGC CYPRESS completed the Command Assessment of Readiness and Training (CART). CART is a three day evaluation to assess training readiness prior to a Tailored Ship's Training Availability (TSTA). It is a ship's self-assessment of operational proficiency, formal school training, team training, and material and equipment status. CYPRESS scored a compliance rating of 98.7% for this year's CART. From September 21, 2015 to October 2, 2015, CYPRESS completed TSTA. Throughout TSTA, crewmembers completed drills in a variety of categories, including navigation, seamanship, communication, engineering, damage control, and medical. Drills are conducted both inport at the pier and underway. TSTA to me is the time when we as a crew can shine with the pride we have for our ship and the unwillingness to give her up in emergency situations. It also provides the chance for each crew member to fill roles that they normally wouldn't and lets them excel in difficult situations. As a member of the training team, I have great pride in the ability of the crew. Specifically, I am proud of their willingness to learn more and want more. With all the training and oversight from visiting inspectors, it is also an opportunity to note where the cutter and crew needs to improve. As we all saw from this go around, adaptability was key.



CYPRESS tows CGC BARBARA MABRITY and conducts astern refueling for a seamanship drill.



Crewmembers fire the .50 caliber machine gun for General Quarters drills simulating hostile activity.



ET1 Picou discusses training team techniques with a member of the Afloat Training Group (ATG).

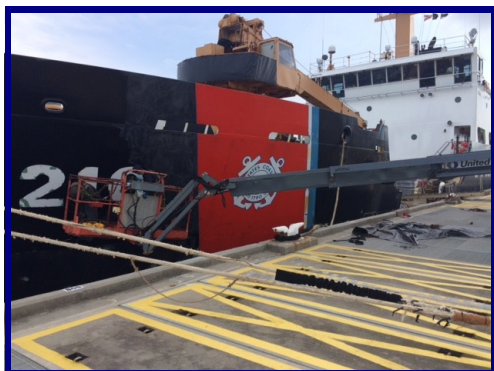


History of the Racing Stripe

- adapted from an article by Coast Guard Historian
William H. Thiesen



In the modern history of the Coast Guard, there has been a rapid shift from mistaken identity and anonymity to a recognizable brand identity. John F. Kennedy was acutely aware of the importance of imagery, having relied heavily on image-building in his successful 1960 presidential campaign. Kennedy undertook a redesign of the jet designated as Air Force One. He felt an initial design and paint scheme provided by the Air Force was too regal looking, so on the advice of the First Lady he turned to French-born industrial designer Raymond Loewy, whose work had been recognized the world over during the post-war period. Loewy's Air Force One design won immediate praise from Kennedy and the press, and the aircraft became an important symbol of the president and the United States in official visits across the country and overseas. Delighted by the look of Air Force One, Kennedy granted Loewy's request for a meeting on 13 May 1963. During that meeting and another the subsequent day, the men discussed improving the visual image of the federal government, and Kennedy suggested the Coast Guard as an appropriate agency to start with. Loewy/Snaith recommended that the Coast Guard adopt an identification similar to a commercial trademark. The firm believed the symbol should be easily identifiable from a distance, easily differentiated from other government or commercial emblems, and easily adapted to a wide variety of air and sea assets. During the prototyping process, Loewy/Snaith selected a wide red bar to the upper right of a narrow blue bar canted at sixty-four degrees and running from lower left to upper right. The overall design came to be known as the "Racing Stripe," or "Slash". The Racing Stripe was tested on cutters and facilities in the Florida area. The prototype slash was affixed to the cutters *Diligence* and *Androscoogin* as well as a buoy tender and buildings at Base Miami. At Air Station Elizabeth City, the slash was affixed to an HH-52 helicopter, an HU-16 "Albatross" amphibian, and an HC-130 "Hercules" fixed-wing aircraft. The adoption of the Racing Stripe initially met with resistance from the Coast Guard culture. Nonetheless, over time, the symbol spread to every maritime and aviation asset in the service. In 1976, the *Eagle* became the service's last cutter to adopt the Racing Stripe. Today, the service and its missions have been associated with the Racing Stripe symbol and its unique color scheme for more than forty years. In recent deployments, such as Operation Iraqi Freedom and the recent deployment of USCGC *Dallas* during the war between Russia and Georgia, the presence of USCG cutters with the instantly recognizable Racing Stripe has proved a de-escalating influence in high-tension maritime missions. This international engagement has spread the service's reputation and brand identity throughout the world. Thanks to a visionary president, talented industrial designers, and a strong Coast Guard leader, the assets of the Coast Guard are now easily identified by most Americans and foreigners connected to the sea.



The Deck Department on CY-PRESS recently repainted the racing stripe using a man lift. Pictured on the left, SN Diana Brown and SN James Towe paint the hull. Pictured on the right, members of Deck Department stand in front of the newly painted racing stripe.



Coast Guard Day 2015

-HS1 Brandi Delph



Coast Guard Day is held every year on August 4 to commemorate the founding of the Coast Guard as the Revenue Cutter Service on August 4, 1790 by then Secretary of the Treasury Alexander Hamilton. The Coast Guard received its present name through an act of Congress signed into law by President Woodrow Wilson on January 28, 1915. The act merged the Revenue Cutter Service with the U.S. Life-Saving Service. In May 1939, President Franklin Roosevelt announced plans to transfer the U.S. Light-

house Service to the U.S. Coast Guard. The Coast Guard began to maintain the country's maritime aids to navigation, including the nation's lighthouses. Each year Coast Guard units around the world commemorate in their own unique ways. This year, CYPRESS shipmates and families celebrated 225 years of rich Coast Guard history with a potluck BBQ at Navy Blue Angels Park. There were bouncy houses, a dunk tank, a corn-hole tournament for the adults, and a football game for the kids. For this event, the Morale Committee held a fundraiser, giving crew members the opportunity to vote on each other for the dunk tank at \$0.25 a vote. The lucky CYPRESS crewmembers with the top five votes sat on the dunk tank as their shipmates threw softballs and knocked them into the water. The

lucky winners were: ENS Knaup, BM1 Anderson, LTJG Dupler, LT Mulcahy, and MK3 Storms. Many, many laughs and jokes were made by all. The corn-hole tournament was held with eight teams competing for bragging rights, a Coast Guard stuffed bear, and Coast Guard coffee cup. Congratulations to BM3 Stoddard and his cousin Scott Ballard! Thank you to all the shipmates and families for the many laughs and great memories made at the CYPRESS Coast Guard Day 2015!



NEWS FLASH - SN James Towe

Ahoy there Shipmates! Congratulations on another busy, productive, exciting and FUN quarter aboard the revered Cutter CYPRESS! With a successful Southwest Border patrol, busy CART & TSTA training cycle, and still managing to work ATON, it is safe to say that we have been putting in work in a SERIOUS fashion. With such a busy schedule it can be easy for crewmembers to forget about other important, pressing events like what is going on in outer space?!?! Recently, NASA has confirmed the presence of water on Mars. Although research suggests the planet to have once had rivers, lakes, and even oceans, the actual detection of water has been elusive. Scientists believe that while alien life on planet Mars is still unknown, this undoubtedly increases the possibility. Way to go NASA! In other news, on 14 August 2015, the U.S. embassy reopened in Cuba. After severing diplomatic ties with the Cuban government in 1961, the building remained vacant. While critics may disapprove of opening to a government associated with a repressive dictatorship, many American officials say that Cuba is slowly, but surely, changing. NICE! **Did you know?** According to U.S.C.G. Resource Boating Center, on an average day the Coast Guard conducts 109 SAR cases, seizes 475 pounds of narcotics, responds to 6 vessel casualties, and saves 10 lives? WOW! **Fun Facts!** There are 293 ways to make change for a dollar. A snail can sleep up to 3 years. There are 336 dimples on a regulation golf ball. As we head into another work-filled quarter let us remember to keep up the good work and boost the morale through the overhead! EVERYDAY IS A HOLIDAY!!!

Advancements

Congratulations to EM2
McCorkle, DC2 Toscano, MK1
Gross, and BM1 Buford!



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High Stakes Hide and Seek

-ENS Paul Dell'Isola, Law Enforcement Officer

Many of you are likely wondering what CGC CYPRESS, a mighty fine buoy tender, is doing on a Law Enforcement Patrol. Well, I'm here to tell you what the crew of the CYPRESS does. CYPRESS is playing an enticing game of hide an seek with transnational criminal organizations. The area of water surrounding the Texas/Mexico border is a super center for illegal activities. Namely, the locals are supplied with speed boats that are used for the transportation of narcotics and illegal fishing; known as the elusive "Lancha." My first thought was what does one of these look like? Well wonder no more and take a look below...



My second thought was that CYPRESS had the requisite skill to track down and interdict one of these shiftily speed boats, and that's just what we did! During our last trip to the Maritime Boundary Line, CYPRESS successfully interdicted a Lancha and seized its catch worth thousands of dollars! Our team deployed in record time to catch the Lancha in the act of illegally fishing in the middle of the night. The Admiral was so pleased with our performance that he asked us to go back down for an additional patrol. Some may be thinking, the Coast Guard seizes boats doing illegal things all the time! Why was this so unique?! This instance was special because it involved synergizing units that normally don't work together. For this trip we partnered with Marine Safety and Security Team (MSST) Galveston as well as other local Coast Guard assets to maintain border security. We also enforced living marine resources laws on the Texas shrimp fleet. Due to the re-focus of Coast Guard assets as part of the Western Hemisphere strategy, this was the first time the District Eight tried using a CG buoy tender to support the mission on the border. The CYPRESS crew was chosen to sail through this uncharted territory and performed admirably (pun intended). Bravo Zulu to the entire crew for remaining Semper Paratus for whatever mission asked of us!

